DREADED MARCH DOES NO DAMAGE

Comforting Reports Come From Great Wheat Raisers in Every Section.

A BIG SURPRISE IN STORE

Many Thought Supply Would Reach Nearly Two Hundred Million Bushels.

(Special to The Times-Dispatch.) CHICAGO, March 11.—Greatly to the surprise of nearly every man in the wheat trade, the government report on reserves in farmers' hands given out Saturday had a distinctly bullish tinge. It had been the general expectation that the figures would be anywhere from 120,000,000 bushels to 220,000,000 bushels whereas, the government exhibit makes them 158,000,000.

On the Chicago board alone Saturday, the paper profits of the bulls in a few minutes probably aggregated \$100,000. There was more action and life in pit than had been observed for weeks.

Armour's representative was a factor in a large way for the first time since the holidays. His purchases mounted up to half a million bushels, and if he had

to half a million bushels, and if he had been so disposed he could have appropriated \$5,000 in clear cash for a minute's active business.

Whether the Saturday rally is to be carried over into the present week is a debatable question. With the reserves, 155,000,000 bushels, instead of the large estimate looked for, there are still excellent wheat weather, fine crop conditions, big shipments from largentine and limited demand from abroad to be reckened with as permanent price makers. It is a hard combination to go against.

March is Favorable,

March is Favorable.

Nearly half of the month of March, so greatly dreaded by the average American wheat raiser, has gone by, and it has not done any appreciable damage to the wheat crop. For contra, the weather has been such that pronamy several points have been added to the percentage of conditions, taking the country over. Rains have fallen where rains were needed. Severe cold waves have been withheld. The alternative freezing and thawing, which is counted upon the worry the life out of wheat, has not materilalized.

The duliness of the flour market is not relieved and there is a big contraction of the output of mills. Some of the largest mills at Minneapolis have the largest mills at Minneapoils have closed. The millers are not inclined to buy wheat on a rapid failing market, neither are dealers in flour inclined to buy that commodity or to give shipping directions for it. Millers are hopeful that with wheat so cheap, there will develop a brisk market abroad for flour. Wheat prices are now about as low as Wheat prices are now about as low as the most radical bear predicted they would the most radical bear predected they would be, and there are many shrewd traders who believe the end of the decline is in sight, if it be not alread reached. Manitoba advices are that a good deal of wheat has been sold for later delivery abroad. This would indicate that the extent bear for the state of the state of

abroad. This would indicate that the export basis for American wheat is getting nearer the price mark, and that some American grain may be worked off to foreigners. At any rate it would seem that nearly every possible bear influence has already been discounted.

Corn suffers sympathetically with wheat, and it also has something to always for in price, because of the immense reserves and the prevalence of bearish weather. Receipts are not on a like scale with those of a year ago, and shipmants are liberal, there being scarcely any competition from Argentine, but the general slittenent.

Business in outs its levels of the security o

ment.

Business in oats is largely of the professional stamp, sales being almost entirely of a hedging character. Stocks are diminishing, but they are still very large. Clearances are not what the optimists fould like, and export business is on a limited scale. The underlying situation of oats is not particularly bearish, but this grain is working against the stream, on account of the other cereals.

JOHN H. TODD.

TURPENTINE AND ROSIN.

Good Demand for Both and the Market is Firm.

(Special to The Times-Dispatch.) SAVANNAH, GA., March 10.—There has been a good demand for both rosin and spirits of turpentine for the past week, spirits having reached 70 cents, which

Receipts, Spirits, Rosin, Spirits, Rosin, Week 430 4,802 896 4,134

Stock Brokers GEO. T. KING & CO., 1104% E. Main St., Richmond, Va. STOCKS, COTTON AND GRAIN

Fractional Lots a Specialty,
Close Attention to Out-of-Town Accounts.
PRIVATE WIRES,
NEW YORK, CHICAGO, NEW ORLEANS

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Members
Richmond Grain and Cotton Exchange. Strangers visiting the city are invited to make our office their headquarters, and have their mail and wires sent in our care.

THE WEEK IN WALL STREET.

(From the New York Evening Post of Saturday.)

STOCK EXC	HANGE	THANBA	GIIONS.		
	This	Last	Last	Two	Taree
	week.	week.	year.	years ago.	years ag
Shares	5,691,400	5,271,400	6,637,400	1,028,874	3,657,5
ranway and miscellaneous bonds.	\$12,322,000	\$16,870,000	\$21,546,000	\$7,383,000	\$12,691,0
For the calendar year to date	1.406.000	1,320,000	2,099,000	********	11,0
Chan-	1906.	1905.	1904.	1963.	1902.

THE STOCK MARKET OF THE WEEK.

The following table shows the week's highest lowest and closing prices, individual sales and net changes of all securities sold on the New York Stock Exchange

Chi.	906.	19		allway and Miscellaneous Shares.	bodine	- Marci	1 10th. Net
High.		High.	Low.	Sales,	High.	Low.	Close, ch.
249	243	250	247	Adams Express 160	20	250	250 + 3
111%	70	11814	100	Amalgamated Copper890,800	10854	100	10776 3%
43%	31	471/4	3334	Amery Car and Foun 31,500	4274	8956	4134+ 114
10416	9114	106	0014	Amer, Car and Foun., pr. 2,300	10224	*10014	*10114+ 115
4014	2734	4414	311/4	American Cotton Oll 9,600	34	311/2	2315+ 58
97	891/4	98	92	American Cotton Oll, pr 300	93	9217	93 + 1
7614	33	7814	6114	Amer, Locomotive 50,200	7134	1415	701/4-17/4
12234	1034;	150%	116	Amer, Locomotive, pr 600	116%	116	116
170%	7974	174	15014	American Smelting206,800	15814	1501/4	15756+ 3
137	1111/2	130	121	American Smelting, pr 4,800	12314	121	12314 + 114
102	9714	70134	9014	Amer. Smelt. Sec. pr. B 200	10004	100	100%
109%	91%	109	10834	American Tobacco, pr 3,950	10474	104	104%+ %
170	120	1674	15514	Atlantic Coast Line 3,500	160	15614	169 + 1
117	10014	1	108%	Baltimore and Ohio 13,900	110%	10834	110%+ 1/2
100	964	9914	95	Baltimore and Ohio, pr 450	96	96	96 - 14
6014	4514	6214	5444	Chesapeake and Ohlo 24,800	67%	6484	67 + 11/4
111	90	100%	96	C., C. C. and St. Louis 4,900	100	90	9914+ 114
214	175	181%	152	Consolidated Gas 57,700	15736	1521/4	153 - 1
183	152%	182	165	Illinois Central 7,500	170%	165	16914+ 15
157%	13414	15614	144	Louisville and Nashville., 29,500	1471/2	144	146%+ 1%
110%	941/4	106%	9814	Missouri Pacific 20,100	100%	9834	100%+ %
159	187	1491/4	142	Nashville and Chatta 100	14514	14514	14514+ 14
157%	136%	155%	14414	New York Central 24,850	1481/8	1441/4	1474+1%
881/4	76	9314	54	Norfolk and Western 54,590	88%	844a	87 + 21/4
26	9114	595	9016	Norfolk and Western, pr 600	91	901/8	91 - 74
148	1211/2	14744	131%	Pennsylvania Railroad124,700	139	13644	1881/4+ 1/4
5876	34	545%	4914	Pressed Steel Car 18,000	5444	4914	53%+1
1011/4	87	105	96	Pressed Steel Car, pr 1,900	9824	96	981/2+1
363/8	15	33	251/2	Republic I. and B 10,300	31	261/2	31 + 2
108	67	1101/2	101	Republic I. And S., pr 6,400	1061/4	101	105 + 3
3774	2144	2514	23%	Rock Island 30,800	2794	25/4	2076+ 16
85	6014	87%	6134	Rock Island, pr 3,800	6674	60%	6614
11812	60	9714	74	Sloss-Sheff. S. and 1 12,300	8114	74	81 + 11/2
7294	67%	7214	641/2	Southern Pacific107,000	671/4	641/4	
1224	11544	118%	117	Southern Pacific, pr 1.300	118	1171/2	118 + 1/2 39% + 11/2 101 + %
38	28	42%	35%	Southern Railroad151,500	4056	3716	101
1021/4	165	168	99	Southern Rallroad, pr 1,590	101	9974	101 + %
48	68	160	129	Tenn, Coal and Iron 1,500	152	6%	152 + 294
	sale.	7%	638	Tenn. Coal and Iron rts 1,800	734		100 1 21
4814	197/6	53	45	U. S. Cast Iron P. and F. 2,900	47	45	5344 214
5816	3374	581/4	484	United States Rubber 18,500	5414	50%	
11814	9874	115	108	U. S. Rubber, 1st pfd 15,700	114	111	
834	75	8714	791/4	U. S. Rubler, 2d pfd 3,400	8144	811/2	84 + 216 4114+ 16
4314	2414	4614	391/4	United States Steel	4194	3914	10644 12
107	90%	11414	10414	United States Steel, pr140,000	107 51%	10414	5114 + 214
58%	2874		- 44	VaCar. Chemical 77,800		113%	114 + 216
	10374	11714	111	VaCar. Chemical, pr 900	115	110'4	
11894	11 may 1, 1 mm	City Children	49	The face C and C	40	13	18 7 71/
5274	x-divid	8012	43	Va. Iron C. and C	48	43	48 7 21/4

BOND MARKET OF THE WEEK

10414	10314	11	United States fours, reg., 1907	10414	10374	10374+ 96
100	10414	- 11	United States twos ocupons	10414	10434	101/2+ 36
100	10172	•	Cinted States twos ocupons	1000	Dellar	Selected in
			State Bonds.			Net
	906.	Sales				Close, ch.
High.			Many many many many many many many many	2944	26	26 - 814
30	30	174	Virginia dfd. sixes, Brown Bros. ctfs	93	94	26 - 81/4 26 - 34
96%	96	10	Virginia deb. 2-3s of 1991			
			Rallway and Miscellaneous Bonds.			
1	906.	Sales				Close, ch.
High.	Low.	\$1,000		7914	7844	7914+ 14
84	7834	112	American Tobacco fours	7914	7914	7914+ 14
8044	79	1	American Tobacco fours, reg	11614	115%	11614 14
11714	114%	84	American Tobacco sixes	1914	9914	9914+ 16
10214	9914	88	Atlantic Coast Line fours	9434	9414	941/2
9514	9414	25	Central of Georgia Rallway con. fives	114	114	114
1141/4	11314	1	Central of Georgia Railway first inc	9654	964	96%
8814	9374		Central of Georgia Railway second inc	8714	8714	871/2
85	7514	207	Central of Georgia Railway third inc	86	81	85 + 1
110%	1005	i	Chesapeake and Ohio sixes, 1911	1101/2	11014	1101/4+ 16
11914	11814	21	Chesapeake and Ohio con. fives	1181/2	1184	118% - 34
100	106%	21	Chesapeake and Ohio gen. 448	107	106要	106%+ 16
10234	100%	1	C. and O., R. and A. first con. fours	101	101	101 + %
168%	149	842	Consolidated Gas sixes	1521/2	149	14914-17
83%	7814	16	Con Tobacco fours	79	78%	75%+ %
11114	11114	5	Georgia and Alabama con, fives	1111/2	1116	11114- %
10614	1044	3	Thinois Central fours, 1951	100	105	166 + 1/4
1204	118%	4	Louisville and Nashville gen, sixes	1185	1181/4	103 - 36
104%	10274	18	Louisville and Nashville uni. fours	1031/4	1021/2	
100%	981/2	2)	Louisville and Nashville col. tr. fours	9944	995a 12014	130%-1
13014	120%	4	Lousville and Nashville, St. L. first sixes,	102	10116	10136+ 36
102%	10114	25	Norfolk and Western con. fours	99	99	99
99%	3814	5	Norfolk and Western divisional fours	2314	5314	9314+ 34
9514	9314	3	Norfolk and Western, Po. C. and C. fours	107	107	107 + 14
10754	109%	6	Pennsylvania Railroad 4½s Pennsylvania Railroad conv. 3½s	10114	10014	101 - 14
10694	100%	54	Pennsylvania Railroad 34s, 1915	98	9674	98 4- 8:
101	045%	36	Innsylvania Railroad 3½s, 1941	9134	911/4	91 4 11
92%	9134		Caboard Air Line fives	10314	10314	103%+ %
10314	1021/2	1	Seaboard Air Line fours	90	90	90 - 1 94 - 1
92 97	94	15	Seaboard Air Line, L. A. and B. fours	95	94	94 1
97%	95	132	Southern Pacific fours, certs	9659	96%	96%- 14
364	9256	35	Southern Pacific coll. tr. fours	93	925 _R	33 + %
1194	118	42	Southern Railroad con, fives	1181/2	118	11814+ 14
9994	98	1	Southern Railroad, St. Louis div. fours	1081/4	981/4	981/6
10114	9794	2	T C and I Railroad gen, nves	100%	100	10014 44 11044+ 56 284 46
110%	109	4	T C and I Tenn div. sixes	11014	1101/A	11014+ 14
995	9614	863	United States Steel fives	98%	9814	2814- 1/8
90%	98%		United States Steel fives, reg	98%	9846	9578- 78
			THI	THE RESERVE	93	94 + 34
To	tal sa	les for	the week, including \$1,406,000 United State	s HIM	orner F	overnment
bonds	. were	\$12,32	2,600.			
Great Color (SIA	ALCOHOLD BUSY	William Co.		100000000000000000000000000000000000000	CONTRACTOR OF STREET	minustapainies

MILE UNDER GROUND

Driver's Quarter-Mile Dash.

Mules Killed and Miners

in Peril.

(Special to The Times-Dispatch.)
SHAMÖKIN, PA., March 11.—In a thrilling runaway one nile underground today, John Nulter was terribly injured,
three mules were killed, many wagons
wrecked and a number of miners nar-

wagons.
Their flight was stopped when the

Comstock Not Hit Again,

rowly escaped death.

Month 658 Season 203,329	7.735 675,417	1,230 173,490	7,395 601,152	THRILLING	RIINAV	VAV
Shipments. 1,567 Week 1,567 Month 3,265 Season 204,817 Stock 3,913	16,889 19,237 662,263 38,490	2,052 3,510 66,305 13,680	5,512 14,892 603,964 41,798		UNDER	

BANKING ACTIVITY.

Notes on Recent Changes in the Southern Cities.

Activity in banking circles in States near Richmond is shown by the weekly report of the local branch of R. G. Dun & Co., which follows: New State banks, private banks and

companies-The Merchants' Farmers' Bank, of Fayetteville, Ga.; paid capital, \$15,000. J. W. Wise, president; W. T. Glower, vice-president; C. D. Redeashier. To commence business

wine, cashier. To commence business April 1st.
The Rebecca Bank, of Rebecca, Ga.; paid capital, \$10,000. J. A. Pruitt, president; T. L. Fields, vice-president; W. M. Smith, cashier.
The People's Bank and Trust Company, of Rock Hill, S. C.; capital, \$20,000. L. C. Harrison, president; Leroy Springs and J. B. Johnson, vice-presidents; C. L. Cobb, cashier.
The Yorkville Banking and Mercantile Company, of Yorkville, S. C.; capital, \$30,000. Incorporated, Successors to J. E. Henth & Co.
The Bank of Flarrison, Ga.; capital, \$25,000. Applied for a charter.
The Bank of Commerce, Greenville, S. C.; capital, \$100,000. B. A. Morgan, president; B. F. Martin, cashier. To commence business May 1st.
The Lincoln County Bank, of Hamilin, W. Va.; capital, \$10,000. D. E. Wilkinson, president; A. J. Knotts and L. M. Thacker, vice-presidents; Ira S. Bartlett, cashier.
Changes in officers—The Bank of Kings-

cashler.

Changes in officers—The Bank of Kingstree, S. C. L. H. Fairey is now cashler.

Miscellaneous—The Citizens Bank, of McRae, Ga., is now incorporated; paid capital, \$30,000.

The Palmetto Bank and Trust Company, of Columbia, S. C., is to be converted into the Palmetto National Bank; capital, \$250,000.

Leave for the South.

Leave for the South.

(Special to The Times-Dispatch.)

WILMINGTON, N. C., March 11.—The
Joneses have left their Northern home
for a short stay in the Land of Flowers,
Mr. Pembroke Jones arrived in the city
yesterday, having left Mrs. Jones and
Miss Sadie Jones en route for Florida,
Ita is spending Sunday at the Jones's
retreat, Airlie, near this city, entertaining a few of his most infimate Wilmington friends, He expects to leave for Florida to-morrow or next day, "A man always gets on easier by tak-ing his wife's advice," "Yes," answered Mr. Meekton, "When things turn out badly there isn't so much talk about it,"—Philadelphia In-

THE MARKET DULL THROUGH WEEK

Opened Monday Under Shadow of Gloom and Little Rallying Until Friday.

LITTLE RELIEF AS TO MONEY

High Rates Prevail and the Bond Market Will Probably Continue Poor.

(Special to The Times-Dispatch.) NEW YORK, March 11 .- Owing to the downward movement of stocks for the two weeks previous, the stock market began the past week under a shadow of gloom. Liquidation was in force on Monday and stocks broke rapidly throughout the entire list, being especially pronounced in Reading and Amalgamated Copper, while pool stocks like American Locomotive and American Smelters were breaking badly. Owing to the decline in the Hill stocks during the previous week, they showed comparative steadiness.
Outside of those mentioned, Union Pacific and Atchison showed a marked resistance to the declining tendency, not only dur-ing the present week, but during the whole of the previous decline. Union Pacific on Monday, when most stocks were making new low records, ranging actually from two to three points above

were making new low records, ranging actually from two to three points above its low record, made two or three weeks before.

The market became very inactive on Tuesday and the greatest part of the trading was confined to the room. The market, however, soon began to show a hardening tendency, and had the appearance of being sold out. Stocks did not advance much, however, until Thursday, when very favorable private advices regarding the situation in Morocco began to be received. Those persons short became alarmed and began covering late Thursday atternoon. This movement continued with increased vigor on Friday and was supplemented by more new buying for long account than has been seen in a long wille. As a result of this the market became strong, active, even buoyant, with advance of from one to four points throughout the active list, running to an even greater extent in stocks like Great Northern. Northern Pacific and Anaconda. Sentiment which had been very much depressed, turned cheerful as the market advanced.

UNION FACIFIC STRENGTH.

In the final dealings of Friday, Union Pacific gathered pronounced strength, closing at about the best price and giving a firm fone to the rest of the list.

The market on SaturTay was inclined to show some stringth, after, an indifferent opening, but the trading was featureless, and the range of prices was within narrow limits.

The statement of the New York banks was rather favorable, but after its publication heavy profit-taking began, and, as a result, many stocks were carried below the final figures of Friday. The market rallied fractionally before account.

While the money situation has been undoubtedly relieved by the more favorable aspect of the conference at Algedras, it is by no means yet clear, and high rates and a poor bond market are hignly favorable factors from the bull point of view.

Colorado Fuel and Iron is being bulled again by the same interests that put it

Colorado Fuel and Iron is being bulled again by the same interests that put it above 80 early in the year. They are inviting everybody to participate, but the violent reactions to which this stock is subjected terrify all but the most daring speculators.

violent reactions to which this stock is subjected terrify all but the most daring speculators.

International Power has advanced to the extent of 11 points on a report of a large new order for Diesol engines.

Union Pacific is being advanced on the familiar story of cash assets in the shape of the preferred stock. Gossip has it that the value of the right to common stockholders will be \$10 as hare, and that the stock will sell ex-rights by June. The Southern Railway looks promising.

THE BANK STATEMENT.

The decrease in loans shown by the bank statement of \$21,259,200 was anticipated from the liquidation of the past week, as well as from the large amount of foreign money placed in this market.

The decrease in cash of \$5,438,800 is nearly \$4,000,000 greater than the loss in

The decrease in cash of \$5,855,500 is nearly \$4,000,000 greater than the loss indicated by the reported movements of currency. This corrects last week's error, making the loss too small. The decrease in deposits of \$25,611,000, is \$905,500 move making the loss too small. He decrease in deposits of \$256,610,000, is \$1905,500 more than the sum of the decreases in leans and cash, which is a fair balance. The working of the average system is exemplified in the gain reported in United States deposits or \$1,103,000, when the actual increase in United States deposits up to Thursday night was \$3,190,000. The reserve required is \$6,903,200 less than last week. Deducting from this the loss in cash, the surplus is increased by \$1,451,-950. The surplus now is \$6,283,700 comparing with \$0,278,150 in 1904; \$23,000 in 1904; \$3,000,500 in 1904; \$3,000,500

Chevy Chase Pink Coat.

wrecked and a number of limiters harrowly escaped death.

Nulter was a driver at Hickory swamp
colliery and was taking a trip of empty
wagons into a gangway when the mules
became unmanageable and made a sudden jump forward, dislodging him from
his seat and throwing him down between the two front cars. Unable to
free himself the helpless man was
dragged along between the wagons over
the rough roadway for a quarter mile.

The mules, as they plunged ahead,
caused consternation among the men
along the gangway, many of whom narrowly escaped being knocked down or
squeezed to death by the swaying mine
wagons. Thirteen horses have been entered for the Chevy Chase Pink Coat steeplechuse, for hunters four years old and upward for hunters four years old and upward, owned by memers of the Chevy Chase Hunt or by members of recognized hunts in Virginia that have hunted during the season of 1905-06, over two and a half miles' course, -aese are:

Bomile Brook Stable's Pellucida and Iron Heart; Mr. Cottbu's Game Cock and Knight of Ellway; William Garth's Kassl; James Kerr's Dunseveralck; Pleyre Lorllard's Astrum; Pleyres mules dashed into another trip of wagons. This caused a pile-up, the animals being crushed to death between the
wagons, and Nulter fatally squeezed by
the sudden stopping of the wagons
after the wild ride. He was taken
home in a dying condition.

Kassl; James Kerr's Dunseveratck; Pierre Lorllard's Astrum; Piedmont Stable's Red, White, and Blue and La Danzador; Courtland H. Smith's Harry Patton, Oleroso, and Loney Haskell; E. J. Wallack's Richelleu II.—Washington

Vessel in Danger.

Comstock Not Hit Again,
Anthony Comstock, who accuses Ernest
Richards, of No. 238 West Thirty-fourth
Street, of Illegal use of the mails, was
cross-examined yesterday before United
states Commissioner Shields by Fugh
Gordon Miller, who on Friday punched
Comstock for calling him a liar. No
blows were struck yesterday, but Marshal
Henkel and six assistants watted in the
room. Miller referred to their (accounter
by accusing Comstock of "butting in."
Richards was held for the grand jury
in \$2,500 ball,—New York Herald.

Safe.

"A man always gets on easier by tak-Vessel in Danger.

(By Associated Press.)

(WILMINGTON, N. C., March 11.—The four-masted schooner Myrtie Tunnell, Captain Jeffreys, from Brunswick, Ga., to Philadelphia with cargo of cross-ties, is still hard a shore three to five miles northeast of Frying-Pan lightship, She is ifilled with water and her position is regarded as dangerous. The revenue cutter Seminole made an unsuccessful attempt to pull the vessel of last night, losing one of her ranchors in the effort. The cutter is standing by to take the crew off in case of emergency. One of the owners arrived to-day, but thus far has refused assistance of local tugs.

FREIGHT BRINGS IN THE REVENUE

Pennsylvania Endeavoring to Separate Passenger Traffic From the Freight.

WILL OPERATE TWO ROADS

Enormous Increase in Taxable Values of Railroads-Wireless Service for Railways.

Steam railroads derive their principal

Steam railroads derive their principal source of revenue from hauling freight. In 1905 the receipts of the Pennsylvania. Railroad Company from freight traffic were \$100,003,828, while the receipts from passenger traffic were but \$27,302,393. This result was accomplished, although the gross receipts for hauling the average freight train for a mile were \$2.995. at a cost of \$2.11, making the net profit about eighty-eight cents. In view of the tendency now to electrify railroads in order that the passenger traffic may be handled with greater speed, with more frequent service of cars, and possibly with more safety, and the tendency also in some States to cause a reduction in passenger fares, it becomes a question whether in a few years the passenger business will not be entirely separated from that of carrying freight, at least so far as it may be divorced without endangering charter rights.

President Cassatt evidently contemplates this step by the construction of an entirely new low grade, double track freight line from Pittsburg to New York, much of which has already been built, the plans contemplating the building of considerable more track this year. source of revenue from hauling freight.

Considerable more track this year.

The State of Minnesota expects to realize over \$3,000,000 in taxes from its railroads, on gross earnings last year amounting to \$75,201,925.91. In 1904 the gross earnings of all the roads in Minnesota amounted to \$44,554,000, and the tax to \$4,511,184.43, so that the collections this year are in the line of a recagdbreaker. Though arbitrarily booked at 4 per cent., the Great Western, for its original line built under a special territorial charter, made a return on a basis of 2 per cent. This indicates that it, with the Great Northern, will fight the new rate. The Great Northern will resist the 4 per cent. tax on the gross earnings of lines leased from the Manitoba company on the ground that the old territorial charter that underlies that and its lease companies made 3 per cent. the limit of tax. In other words, it invokes the doctrine of vested rights.

Total assessments on the railroads of

Total assessments on the railroads of Alabama for 1906 are \$58,432,352; increase over last year of \$4.556,325. This includes one-sixth of the entire property value of the State.

Scaboard Air Line engineers have completed a survey on an extension of the Seaboard from East Arcadia to Southport, N. C., a distance of about 35 miles, it is thought this is to be used in connection with the South and Western, which the Seaboard taps at Rutherfordton N. C.

It is said the Norfolk and Western has succeeded in effecting a contract with the Detroit. Toledo and Ironton, which will give it a better outlet to the Great Lakes, via the Ann Arbor for its coal traffic.

By the completion on January 27 and By the completion on January 27 and the formal opening of the railway between Port Soudan and Berber, 327 miles of line were laid in a direct country between the Nile and the Red Sea, in less than sixteen months of actual construction work. The new line extends from a point on the Nile near the mouth of the river Atbara, eastward to Port Soulan, on the Red Sea. The cost was \$7,500,600, and the project is regarded as marking the beginning of British development of the Soudan. It brings Khartum 90) miles nearer to the sea.

A series of experiments is under way by the Midland Railway of England, in the vicinity of Werby, to determine whether wireless telegraphy can be used in connection with their fast-train service between London and the north. The system adopted was conceived by Sir Oliver Lodge and Dr. Alexander Muirhead, who are assisting the electrical engineer of the railway.

NEW ELECTRIC LINE.

Personal and General News of People and Things in Ashland.

(Special to The Times-Oispatch.)
ASHLAND, VA., March 11.—Work on
the new electric line between Ashiand
and Richmond is being pushed vigorously,
owing to the favorable weather. Four
different gangs of contractor's workmen
are at work along the line. Considerable
excavating and filling-in is being done excavating and filling-in is being done near Gwathmey's, near here, where steam shovels are at work. It is expected that most of the track between here and Richmond will be down by the latter part of June. excavating and filling-in is being done

part of June.

Much interest is being manifested in the union revival services being held here, and services will be conducted all of this week at the college chapel.

Rev. H. H. Sherman, of the Baltimore Conference, preached to-day in the Duncan Memorial Church. Mr. Sherman was a student of Randolph-Macon College in 1802.

Miss Sailie Stuart, of Alexandria, pres-

Miss Saille Stuart, of Alexandria, president of the State Woman's Auxiliary of the Episcopal Church, visited Ashland yesterday, and addressed the women of St. James Episcopal Church. She was the guest of Mrs. Charles E. Potts.

Mrs. Professor R. B. Smithey, who was formerly Miss Annle Shackeford, is visiting the family of Rev. Sam Jones, Cartersville, Ga., where she formerly taught.

taught.

Miss Taylor, who has been visiting Mrs.
Tate Chenery, is now in Richmond, but
will resume her visit to Ashland this

depot, known as the Rucker house, will be occupied as a home in connection with the new depot by stating agent, Mr. J. B. Hall. The property was bought several months ago by the Richmond, Fredericksburg and Potomac Railroad Company, and will be remodeled after June 1st.

Mr. Rust. of Alabama, is visiting in Ashland.

-Mrs. David T. Duncan, who is visiting her sister-in-law, Mrs. R. E. Blackwell, has been engaged to paint a special portrait of Mr. John P. Branch, of Richmond. She is an artist of rare and most unusual talent in the line of portrait work.

Mrs. Sam, T. Carter has returned from n visit to her home in Sumter, S. C. Mr. Carter will build a new residence in

Mr. Carter will blind a new residence in Ashland at an early date.

Mrs. James Hoofnagle has returned from a visit to Nelson county, Mrs. George Morris, of Hichmond, and family are visiting Mrs. W. D. Cardwell, her sister.

Hon. W. D. Cardwell returned to AshAgent, Va. Nav. Co.'s Whart. Rocketta.

land this morning after the adjournment of the Legislature.

The Petersburg Maie Quartette, accompanied by Miss Frances Starr, will give an entertainment in the Ashland High School on the 24th instant for the benefit of the public school.

Mrs. Dr. Tucker, of Powhatan county, is visiting her sister, Mrs. G. B. Sydnor, who is still quite sick.

Mrs. R. M. Maxey, of Richmond, has been visiting her aunt, Mrs. Lancaster, here.

RAILROADS.

R. F. & P. Richmond, Fredericksburg & Potomac R. R.

Trains Leave Richmond-Northward.

17ains Leave Richmond—Northward.
4:25 A. M.—Daily—Main St. Through.
6:20 A. M.—Daily—Main St. Through. All
6:26 A. M.—Daily—Main St. Through. All
6:26 A. M.—Daily—Main St. Through. All
6:26 A. M.—Except Monday. Byrd St. Through.
7:25 A. M.—Weeke Gars.
7:25 A. M.—Weeke Gars.
8:40 A. M.—Daily—Byrd St. Through. Local
8:50 A. M.—Daily—Byrd St. Through. Local
8:50 A. M.—Daily—Byrd St. Through. Local

here.
Mr. J. A. Brown, clerk of the court at
Hanover Courthouse, has been suffering
with acute neuraglia at his home near
Hanover. stops.

12:05 noon-Week Days-Hyrd St. Through

4:00 P. M.-Week Days. Byrd St. Frederices-burg Accommodation.

Hanover.
Mr. and Mrs. B. Fitzgerald left this week for a visit to Mrs. Ben Irby, in Nottoway.
Rev. C. L. Bane, formerly of Randolph-Macon College, has been taken to the Kellam Hospital in Richmond for treatment. burg Accommodation.

506 P. M.-Week Days. Byrd St. Frederice-burg Accommodation.

506 P. M.-Dally—Main St. Through.

509 P. M.-Week Days—Elba. Ashland Accommodation.

510 P. M.-Dally—Byrd St. Through.

Trains Arrive Richmond—Southward.

510 A. M.-Week Days—Elba. Ashland Accommodation.

512 A. M.-Week Days—Byrd St. Fredericks—

513 A. M.-Week Days—Byrd St. Through.

514 P. M.-Dally—Byrd St. Through.

514 P. M.-Dilly—Main St. Through.

515 P. M.-Week Days—Byrd St. Through.

516 P. M.-Week Days—St. Through.

517 P. M.-Dally—Byrd St. Through.

518 P. M.-Dally—Byrd St. Through.

519 P. M.-Dally—Byrd St. Through.

510 P. M.-Dally—Byrd St. Through.

510 P. M.-Dally—Byrd St. Through.

ment.

Mr. O. R. Coombs, a contractor, of Urbanna, is here with a view to making his residence in Ashland.

Polk Miller and his famous quartette will appear in Ashland at the Assembly Hall of the Ashland High School on the 23d instant. The entertainment will be for the benefit of the athletic fund of Randelph-Macon College.

The Henry Clay Ina will be reopened April 15th.

DROPPED MATCH INTO A COAL OIL STOVE Southern Railway

SCHEDULE IN EFFECT FEB. 11, 1908.

7:00 A TRAINS LEAVE RICHMOND.
7:00 A TRAINS LEAVE RICHMOND.
12:30 P. M. Daily—Limited—Buffet Pullman to Memphis. of Hirmingham. New Orleans, Through conclusionogo, and all the South, 11:30 P. M.—Ex Sunday—Keysville Local.
11:30 P. M.—Ex Sunday—Keysville Local.
11:30 P. M.—Daily—Limited—Pullman ready 9:38 P. M., for all the South.
The favy-YORK RIVER LINE.
The favy-YORK RIVER LINE.
The favy-YORK RIVER LINE.
The favy-Work Richmond 4:20 P. M., daily, concerns with attender for politic Leave Richmond 4:20 P. M., daily, corp. 13:104 June Mondays, Wednesdays and Fridays.
12:15 P. M.—Local—Mondays, Wednesdays and Fridays. Steamers for Builmore and river landings Mondays, Wednesdays and Fridays. Steamers cand at Gloucositer Point, Allmonds and Clay Hank.
14:54 A. M.—Except Sunday—Local nixed for West Point.
15:55 P. M.—And 7:50 P. M.—From all the South, State P. M. and 7:50 P. M.—From Charlotte, Durham and Stid A. Ms.—From Charlotte, Durham and Stid A. Ms.—From Keysville and intermediate stations. Miss Sarah Points, daughter of Dr. W. J. Points, of Harrisonburg, narrowly escaped being burned to death by an explosion of coal oil yesterday, when she dropped a match into a stove where coal oil had been poured on kindling wood. She was badly burned about the face, head and arms, and only by rare presence of mind did she escape fatal injuries by smothering the flames, which were spreading rapidly.

AUCTION SALES, Future Days

By T. M. Wortham & Co., Real Estate Auctioneers, 18 North Ninth street.

18 North Ninth street.

DOSTPONEMENT ON ACCOUNT OF SNOW-STORM OF COURT SALE OF COMFORTABLE FRAME DWELLING, NO. 113 NORTH TWENTY-NINTH, BETWEEN FRANKLIN AND GRACE STREETS, IN THE BEST NEIGHBORHOOD ON LIBBY HILL.

Lot fronting 23 feet 6 inches by 125 feet to 14-foot alley, with lot in the rear of said alley to Thirleth street, with same front and 125 feet deep. House contains eight or nine good rooms, bath, and is well constructed, comfortable and commodous and in every way desirable. A bargain.

By virtue of two decrees of the Richmond Chancery Court, entered October 17 and 22, 1905, respectively, in the suit of the short style of "Cone et. als., vs. Cone's divisees, et. als.," the undersigned, by authority of said decrees, will sell at public auction, on the premises, on MONDAY, MARCH 19, 1906, AT 5 o'CLOCK P. M., the property above described, as referred to. If you want a house in the best neighborhood in Richmond you had best attend this sale.

Terms—one-third cash and balance in equal payments in six and twelve months, notes at 6 per cent, and title retained until all the purchase money is paid and conveyance ordered by court, or all cash, at the option of the purchaser.

C. D. LARUS, Administrator d. b. n. c. t. a. of Estate of E. W. Cone, Deceased. 5:55 P. M. From

8:40 A. M. From Reyaville and intermediate stations.

9:25 A. M. Dally from West Point with Baitimore connections Sundays Wedesdays and Fridays.

10:45 A. M. Wedenedays and Fridays; 5:10 P. M., daily, except Sunday-From West P. M., daily, except Sunday-From West P. M. WESTBURY, D. P. A. Richmond, Va. S. H. HARDWICK, W. H. TAYLOB. P. T. M., W. H. TAYLOB. P. T. M., Washington, D. C.

By Green & Redd Real Estate Auctioneers

EXECUTOR'S AUCTION SALE OF A

Well Built 6-Room Dwelling At the Northeast Corner of Carleton and Dineen Sts., WITH

Lot 110 Feet Wide.

By direction of the executor of John L. Baughan, decensed, we will, on THURSDAY MARCH 15, 1906, at 4:30 o'clock P. M., on the premises, offer the above property at auction.

Immediately thereafter we will offer at auction. TWO NEW FIVE-ROOM DWELLINGS adjoining the above, with 30-FOOT LOTS EACH, fronting on Carleton street. This property is well located in a growing section and offers advantages for those wishing to purchase homes, or for those seeking investment. Take Clay-street car, transfer at Hancock street and leave car at Dinneen and Leigh streets.

Terms announced at sale.

Terms announced at sale. GREEN & REDD, Auctioneers.

REAL ESTATE-For Sale.

IMPORTANT TO WAREHOUSE MEN AND

MANUFACTURERS!
THE LARGE AND VERY SUBSTANTIAL, FIVE-STORY BRICK WARL-HOUSE on north side Main Street, extending from Twenty-sixth to Twenty-seventh Streets (lot 264x155), the property of a non-resident, will be sold privately at a very low price, it being most interpretant that quick disposition be made of it. We would respectfully urge all persons contemplating the need of such property to confer with us at once about this.

Any reasonable offer will be entertained, and accommodating terms will be given.

J. B. ELAM & CO.

Large Corner Brick.

1,925 WILL BUY BRICK PROPERTY RENTING FOR \$198 PER ANNUM. LOT 132x96 FEET.

POLLARD & BAGBY. FINANCIAL.

BUSINESS
And Personal Accounts
Soliched by
THE
STATE BANK OF VIRGINIA
1111 East Main Street,
Richmond, Va.

STEAMBOATS.



irginia Navigation Co.

JAMES RIVER DAY LINE.

STEAMER P OC A H O N TA S
LEAVES MONDAY. WEDNESDAY AND FRIDAY AT TA M.
ON FORTON AND FRIDAY AT TO A M.
ON NOTCOLE. PORTSMOOTH, Old A
MENT OF THE STATE OF THE STATE

Clyde Steamship Co.

PHILADELPHIA. RICHMOND AND NORFOLK LINE.

Freight received and delivered daily at C. and O. Rwy. Co.'s Depot, Seventeenth and

Arrive Maine Line from West: *7:30 A. S. 130 A. M. *2:30 P. M. *7:45 P. M. F. 130 P. M. *1:45 A. M. *7:00 P. *3:00 P. M. James River: *8:46 A. M. *7:00 P. *3:00 P. M. *2:40 A. M. *3:40 A N & W Norfolk & Western

Chesapeake & Ohio Ry.

Cincinnati, Indianapolis, St. Louis, Chi-cago, Louisville, Nashville, Memphis,

2:00 p.m. and 11:00 p. m. dally.

Westbound Local Trains: 7:30 a. m. and 5:15 p. m. week days.

ocal for Newport News and Old Point,

7:35 a. m. and 5:00 p. m. week days. James River Line: 10:20 a. m. dally: 5:15 p. m. week days

ONLY ALL-RAIL LINE TO NORFOLK. Leave Byrd-St Station, Richmond, Daily. In Effect Jan. 24th, 1906. FOR NORFOLK: *9:(0) A. M., *2:00 P. M., 7:25 P. M. FOR LYNCHBURG, the WEST and

FOR LYNCHBURG, the WEST and the SOUTHWEST: 9:05 A. M., 12:10 Noon, 9:00 P. M. Pullman Parlor and Sleeping cars. Cafe Dining cars. Trains arrive daily from Norfolk *11:40 *6:50 P. M., 9:20 P. M. Office *1:42 A. M., 2:05 F. M., 9:20 P. M. Office St. E. Main St. *Flyer: 2 hrs. 20 minutes, W. B. BEVILL, C. H. BOSLEY, Gen. Pass. Agent. Dist. Pass. Agent.

ATLANTIC COAST LINE

EFFECTIVE JANUARY 24th. Trains leave Richmond daily; For Florida and South, 9:05 A. M., 7:25 and 9:11:50 P. M. Fo: Norfolk, 9:00 A. M., 3:30 r. M. and

11:30 P. M. FG1 Norfolk, 9:00 A. M., 5:00 P. M. and 1:25 P. M. For N. & W. Ry. West, 12:10 and 3:00 P. M.

M.
 For Petersburg, 9:00 A. M., 12:10, 3:00, 5:43,
 and 11:30 P. M.
 For Goldsboro and Fayetteville, *3:55 P. M.
 Trains arrive Richmond daily: 4:17, 6:40, *8:33,
 *10:45 and 11:40 A. M.: *1:00, 2:05, 6:50, 8:00

and 9:20 P. M. Except Sunday, "Sunday only. C. S. CAMPBELL. D. P. A.

Seaboard Air Line Railway.
Southbound Trains Leave Richmond Daily.
9:10 A. M.—Local to Norlina, Mamlet and
Charlotte.
9:50 P. M.—Solid Poliman to St. Augus-9:50 P. M.—Solid Pullman to St. Augus-tine.
2:20 P. M. and 11 P. M.—Through Pull-mans and coachts to Savan-mah. The Company of the Coachts of the Coachts

Richmond and Petersburg Electric Railway. Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 8.A M to 10 P. M. Last car 12 midnight. Limited car. 5.43 P. M. dally, excent Sunday. Cars leave Telephurg, foot of Sycamore Street, every hour from 6.37 A. M. to 10.35 P. M. Last car 11:40 P. M. Limited car 7.15 A. M., inally, excent Sunday.

All cars from Petersburg connecting Elchmond cars.

STEAMBOATS.

OLD DOMINION STEAMSHIP COMPANY

Night Line for Norfolk.

Leave Richmond every evening (Cost Assistant P. M. stopping at Newson Park II of Newson Park II of one way, \$1,60 round trip, including statement berth; meals, Joc. each. Street Cars to Steamer's Whart. FOR NEW YORK.

Via Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ship, following day at 7 P. M.; alle Norfolk and Western Ry, at 9 A. M. and 3 P.M.; and Chespeake & Oho Ry, at 9 A. M. and 4 P. M.; making connection daily (except Sunday) at Norfolk with Main Line Shins sailing at 7 P. M. Tickets, 808 E. Main Street.

Merchants and Miners

Transportation Co.'s Boston, Mass., and Providence, R. I. Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday, For Providence Monday, Thursday and Saturday at E. M. Passengers and freight taken for all New England Points, Tickets on sale at C. and O. Rwy, and N. and W. Rwy. Offices, and No. 519 East Male.

